

The Hong Kong Daily Press.

No. 6924 號四百九十五

日二月日十子內緒光

HONGKONG SATURDAY NOVEMBER 18TH 1876.

大拜禮

號八十一月一英 港香

[PRICE \$2 PER MONTH]

ARRIVALS.

November 17, TRADES, Brit. str., 820, Chas. Coles, Bangkok 5th November, Rec'd. D. LAPRAIK & Co.
November 17, CHE-ON, Chinese gun-brig, 400, Le Bush, Foochow 14th November and Swatow 16th.
November 17, CHINKIANG, British str., 795, Jia Hogg, Canton 16th Nov., General STEPHENSON & Co.
November 17, ALBANY'S ISLE, British bark, 360, John Campbell, Swatow 14th Nov., Ballast.—Order.
November 17, LILLEN, Brit. br., 493, Kidder, from Whampoa, General REMESSES & Co.
November 17, ARAKON ACEAR, Brit. str., 959, J. Peters, Swatow 16th Nov., General STEPHENSON & Co.

Clearances.

At the HARBOUR Master's OFFICE, NOVEMBER 17TH.
Alex. McNeil, Amer. str., for San Francisco.
Chinkiang, British steamer, for Shanghai.

REMOVALS.

November 17, ELLES, German sch., for Matsu-jima Island (South Sea).
November 17, MANALEH, French steamer, for Yokohama.

PASSENGERS.

ARRIVED.
Per THAIL, str., from Bangkok.—
Mr. J. W. Torrey and son.
S. C. Abbott, 222, str., from Swatow.—
Per Aragon, 400, str., from Swatow.—
Mr. E. Huron, 1 European, deck, and 50 Chinese.

To DEPART.

Per Chingang, etc., for Shanghai—
50 Chinese.

Reports.

The British steamer Aragon reports left Foochow on 14th November, and had light variable winds and calms throughout.

The Chinese gun-brig Chien-on reports left Foochow on 14th November, and had light winds and had moderate winds and fine weather throughout.

The British bark Abraam, 795, left Bangkok on 5th November at 6:30 p.m. for Siam, the 14th November. On the 15th it was upon rounded hills, on the 16th when almost Green Island had light N.E. monsoon. On the 17th at noon came to anchor in the Li-sa-nun Pass.

The British steamer Thales, 1,000, left Bangkok on 5th November at 6:30 p.m. for Siam, the 14th November, and had light winds and a very high sea running. On October 1st, from these heights, experienced fresh N.E. monsoon and heavy wave from the N.W. Arrived in port on the 17th at 6:00 a.m. The Danish steamer Nordas arrived from Penang, and anchored in the Roads, bound up to Bangkok the same day the Thales left.

BANGKOK SHIPPING.

September ARRIVED.
21. Kibunshu, Dutch str., from Singapore.
27. Aldebaran, British brig, from Falimont.
30. Loumou, British str., from Antwerp.

October 1. Kibunshu, German brig, from Singapore.
2. B. Kepp, Sena, Brit. str., from Singapore.
3. Mirandi, British brig, from Singapore.
4. Adolphine, Fre. brig, from Singapore.
4. Rainy Brook, Siam, str., from Singapore.
4. Bluswinger, Dutch brig, from Cheribon.
4. H. Elizabeth, Dutch str., from Singapore.
5. Permanuwo, Brit. str., from Bangkok.
7. Diana, German brig, from Amoy.
8. S. C. Abbott, 222, str., from Singapore.
9. Justice, Dutch str., from Singapore.
11. Celestial, British str., from Singapore.
12. Danube, British str., from Hongkong.
13. Francois I, French str., from Singapore.
16. Olavo Phys, British str., from Singapore.

September DEPARTURES.
24. Madugave, German str., for Hongkong.
25. Kibunshu, Dutch str., for Singapore.

October 1. Falcon, British brig, for Singapore.
4. Olavo Phys, British str., for Singapore.
4. B. Yung Seng, British str., for Singapore.
7. Rainy Brook, Siam, str., for Singapore.
8. F. Adolphine, French str., for Hongkong.
11. Dap-ning-noon, Brit. str., for Hongkong.
12. Bangkok, Siam, str., for Singapore.
14. Permanuwo, British str., for Hongkong.
16. Celestial, British steamer for Singapore.

Vessels that have arrived in Europe from Ports of Asia, Japan and Manilla.

(For last Month's Advice.)

Vessels From Dated Arrived.

Thangwalla (a)..... Mauritius..... Sept. 26

Gloria (a)..... Manila..... Sept. 30

Ambassador (a)..... China Porta..... Sept. 30

Louie (a)..... Hongkong..... Sept. 30

Westerland (a)..... Yokohama..... Sept. 30

1. Falcon, British str., for Singapore.

4. Olavo Phys, British str., for Singapore.

4. B. Yung Seng, British str., for Singapore.

7. Rainy Brook, Siam, str., for Singapore.

8. F. Adolphine, French str., for Hongkong.

11. Dap-ning-noon, Brit. str., for Hongkong.

12. Bangkok, Siam, str., for Singapore.

14. Permanuwo, British str., for Hongkong.

16. Celestial, British steamer for Singapore.

Vessels Exported at Hongkong.

1. Vessel Name From Date

Ugo Cardini..... Cardiff..... June 3

Yannai..... Cardiff..... June 21

Spirs..... Newport..... June 21

Burton Starke..... Newgate..... July 21

Fir Queen..... London..... July 21

Moon Washington..... Hamburg..... July 21

Oswestry..... Cardiff..... July 21

Hopewell..... London..... July 21

E. P. Bowens..... Cardiff..... Aug. 8

Barbadoes..... London..... Aug. 8

Frederick..... London..... Sept. 2

McNeal..... Cardiff..... Sept. 2

Tyburnia..... London..... Sept. 8

Barbadoes..... London..... Sept. 16

Western Bell..... London..... Sept. 16

Palatine..... London..... Sept. 17

Al. St. Stalwart..... Cardiff..... Sept. 17

Macmillan..... London..... Sept. 17

Yorkshire (a)..... London..... Sept. 17

Glenelg (a)..... London..... Oct. 3

Aja (a)..... Liverpool..... Oct. 3

Bells of Oregon..... Cardiff..... Oct. 3

Galatea (a)..... Hamburg..... Oct. 3

Auction Sales 16-17.

N.

KOWLOON FISHERY
"GUM-SLING."

is now being daily at a Early-morn. time, by
FEDDAR, WANG AND TSIU-TAI, from
Six A.M. and at the following hours—

Week Days FRIDAY
1.30 P.M. 5.00 A.M. 10.00 A.M. 3 P.M.
5.10 P.M. 6.30 P.M. 10.30 P.M. 5.30 P.M.
5.45 P.M. 6.00 P.M. 7.00 P.M.
6.10 P.M. 7.00 P.M.

FARE, EITHER WAY, FIVE CENTS.

Single Evening Tickets, Price \$3.00 per
month, may be had on application to the
Agent of the Hongkong Hotel, (No. 1703)

To be Let.

THE TWO UPPER STOREYS of No. 12, Queen's Road, between the Strand and
Apply to LOOK-ING, Japan Ware Store,
1755, Hongkong, 1st November, 1876.

TO BE LET.—(With Immediate Possession).

THE PREMISES, No. 3, PRATA, situated in
the occupation of Messrs. GILMAN & CO.,
Gas and Water laid on.

Apply to GIBB, LIVINGSTON & CO.,
704, Hongkong, 1st May, 1876.

TO LET.

A FIRST-CLASS GRANITE GODOWN
ON THE WATERFRONT.

Apply to S. E. BURROWS & SONS,
145 Hongkong, 21st March, 1876.

TO LET.

THE HOUSES, Nos. 13 and 15, STATION
STREET.

Apply to TURNER & CO.,
41 Queen's Road, 1st November, 1876.

TO LET.

THE Three-Storey DWELLING-HOUSE, No.
115, SPRING GARDEN, QUEEN'S
ROAD EAST. Rent moderate.

Apply to D. HOWE,
141 Queen's Road, 1st November, 1876.

NOTICE.

THE INTEREST and RESPONSIBILITY
of the Undergoing is the Firm of MESSRS.
TANES TATA, in the Firm of MEISS, TATA &
CO., of Bombay, Hongkong, and Shanghai,
WILL CHASE and DESTROY on and from the
1st day of October, 1876.

JAMES TEE & USHERWANNE TATA,
Bomby, 27th September, 1876.

WITH reference to the above Notice, we
beg to inform you that the INTEREST and
RESPONSIBILITY is our said Firm of TATA &
CO., of Mr. DADABHAI GOVINDJI TATA, de-
ceased, WILL ALSO CHASE and DESTROY on
the said 1st day of October, 1876.

MESSRS. TANES TATA, and all her
TACKLE, APPAREL, and APPURTEN-
ANCES.

The Vessel was built in Govan, on the 1st
in 1864, by RANDOLPH, RIDGE & CO., and
engined by the same firm.

Gross Tonnage..... 1,122 Tons
Net Tonnage..... 763 Tons
With Compound Engines of 250 Horse-power,
Length between per-
pendiculars..... 230 feet 5 inches
Breadth..... 31 feet 4 inches
Depth of Hold..... 19 feet 3 inches

The Vessel has New Decks and Boilers in
1874 and in November of this year was closed
100 ft. in Lloyds, and 20 years in the Liverpool
Surveyors.

TERMS OF SALE.—One-third of the purchase
money to be paid upon fall of the hammer; the
remainder upon completion of transfer. The
Vendor to be responsible for all Purchase's
risk immediately after being knocked down.

For Further Particulars, apply to
MESSRS. SLEMMSEN & CO.,
1813 Hongkong, 14th November, 1876.

NOTICE.

THE INTEREST and RESPONSIBILITY
of the Undergoing is the Firm of MESSRS.
COLIN CAMPBELL, WILLIAMS,

in the Firm, CEASED, on the 6th instant.

The Vessel has New Decks and Boilers in
1874 and in November of this year was closed
100 ft. in Lloyds, and 20 years in the Liverpool
Surveyors.

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NOTICE.

THE PREMISES in FLETCHER'S BUILD-
INGS, now in the occupation of A. E.
MEYER, Esq., comprising SPANISH DWELL-
INGS, APARTMENTS, etc., and GRANGE GO-
DOWN, are to be sold by auction.

Our Business will in future be conducted
under the Style of FLETCHER & CO.

TO LET.

THE DWELLING-HOUSE, NO. 4, Alex-
ander Street.

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THE DWELLING-HOUSE, NO. 4, Gough
Street.

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DOUGLAS LAPRAIK & CO.,
1884, Hongkong, 8th November, 1876.

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THE CHRONICLE AND DIRECTORY
FOR 1877.
(With which will be incorporated the
CHINA DIRECTORY.)

The Publisher requests that those who have not yet returned the printed forms which have been sent to them to fill up, will do so enough to do so without delay. Any persons who have recently arrived, and to whom printed forms have not been sent, are respectfully requested to forward their names and addresses, as early as possible for insertion.

DAILY PRESS OFFICE, November 13th, 1876.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING
CHEMISTS.
By Appointment to His Excellency Sir Alexander Kennedy as Governor of Hongkong, though not an official announcement, is no doubt correct.

Mr. Port Kennedy is, as most people are aware, at present Governor of the Windward Islands, and has previously been Governor of Labrador, administrator-in-chief of the West African Settlements, and Governor of the Bahamas. He has also, prior to his career in the Colonies, occupied a seat in the House of Commons, and made himself rather conspicuous as a speaker in debate on Irish questions. He is also said to be possessed of a good deal of administrative ability. He is a member of the Roman Catholic Church.

NOTICE.—To avoid delay in the execution of orders it is particularly requested that all business communications be addressed to the Firm A. S. Watson and Co., or
877 HONGKONG DISPENSARY.

PATENT MEDICINE VENDORS,
DRUGGISTS' SUPPLYMEN,
And
AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REBUILT.

PASSENGER SHIPS SUPPLIED.

have some pleasant grounds attached, in which the patients can take fresh air and gentle exercise, and such a provision is quite as useful in a semi-tropical climate. As the votes for the new Central School figures in the estimates, it is probable that the building will be commenced in the ensuing year. The work is evidently not expected to be completed during 1877; since a portion of the money only has been voted. It is gratifying to know that two institutions of unquestionable utility, the erection of which has often been delayed, are likely soon to be located in commodious premises. It is to be hoped that they will both be commenced with as little delay as possible.

The Reuter's telegram stating that Mr. Port Kennedy has been appointed to succeed His Excellency Sir Arthur Kennedy in the post of Governor of Hongkong, though not an official announcement, is no doubt correct.

Inspector Horrocks—Defendant is charged with causing the death of one Low Alung, a coolie at the Aberdeen Docks, last evening. As an inquest is to be held this afternoon on the body of the deceased, I apply for a remand pending the result of that.

Mr. Bretton—I suppose your Worship will admit Mr. Gillies to bail.

His Worship—Have the police any objection?

Inspector Horrocks—No, your Worship.

Mr. Bretton—He is set on bail already, and I suppose the same bail will do. Mr. Hainger and Captain China are sureties in £2,500 each.

His Worship—I am quite willing.

THE INQUIRY.

The inquest on the body of Low Alung was opened at the Lock Hospital in the afternoon of Mr. St. John's Coroner, and is jury-constituted.

Mr. G. D. Bottomley, J. Lawrence, and W. J. Thompson.

The first witness called was Low Alung. He said—I am employed as a coolie at Aberdeen Dock. I have seen the body, and recognise it as that of Low Alung, my cousin. He was also a coolie at the dock; he was a widow and thirty-eight years of age. Yesterday he did some work for me here, and then steamed into harbour to have a morning.

The Agents (Messrs. Butterfield and Swire) inform us that the steamer Asia left Singapore on Thursday evening, and will steam into harbour to-morrow yesterday morning.

Yesterday morning His Excellency the Governor paid a visit to the Chinese corvette Yang Woo, and was received with a salute.

On the arrival of H.M.S. *Norfolk* yesterday morning, to her morning, Rear-Admiral Sir Rowley Lamberton, C.B., was saluted by the Chinese corvette Yang Woo, and the salute was returned.

As will be seen by an advertisement in another column, two performances will be given in the Garrison Theatre to-night, on Monday, by the Dragoon Guards, and the picnickers selected by "Maud" and "John Brown's Holiday." The latter is written by a resident in the Colony.

An inquest was held yesterday afternoon on the body of Chin Aksai, who was killed by fire.

It is especially so here, where there is a large native population, who are proverbially reckless in their use of matches and fire. Indeed, considering the carelessness they display, it is a wonderful fact that so few fires occur in the Colony. Formerly conflagrations on a large scale were numerous, but lately there have been few of any importance. But though Hongkong has enjoyed a comparative immunity from great fires for some little time there is no guarantee that it will continue to do so. It is, therefore, most necessary that the engines should be always in a state of efficiency, and the brigade fully up to the mark. The Hon. P. Evans, at the meeting of the Legislative Council on Tuesday, raised a discussion on this question.

He proposed that the estimates should be increased by \$1,000 with a view of obtaining the services of a permanent engineer to attend to the engines, contending that the engines had not received perfect attention, in consequence of which they prove ineffective on almost every occasion when used. The Hon. C. Mar, in reply, admitted that the engines have too frequently broken down, but attributed it to the engines, and not to the man who kept them in repair. He did not believe the appointment of a permanent engineer would tend to increase the efficiency of the engines, and thought the Council would find reason to regret it if they made any change in the existing arrangement. The engines are, Mr. Mar remarked, of a sort frequently requiring repair and are always liable to get out of order. If that be the case, the argument of Mr. Evans is obviously strengthened. He also maintains, and rightly so, that the brigades are worked with a lack of skill as compared with those in many other places. There is no want of will or of alacrity shown at fires by anyone, but the organisation is often imperfect. A properly qualified man to look after the engines is needed, and the objections raised by the Acting Colonial Treasurer were, to say the least, rather lame. It was also, however, beside the mark, for instance, to suppose it likely that the proposed engines would succumb to the temptations of this place. The absurdity of such an objection must strike Mr. Mar himself on reflection. It might easily be concluded, was then, that the engines are indeed, and the objections raised by the Acting Colonial Treasurer were, to say the least, rather lame. It was also, however, beside the mark, for instance, to suppose it likely that the proposed engines would succumb to the temptations of this place. 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